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HONGKON. TUESDAY. AUGUST 27rn, 1901

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7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days. SATURDAYS. Extra cars at 11.80 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Com-any's Office, 38 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers.

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HAVE THIS DAY RESUMED BY DENTAL PRACTICE WM. MACLEOD, D.D.S., BEACONSFIELD ABOADE. Hengkong, 1st Augy t, 1901.

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HAVE JUST RECEIVED THEIR Hongkong. 13, Praya Central. FIRST SEASON'S CONSIGNMENT

FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED. NO OTHER BUTTER CAN COMPARE WITH THIS PRICES:-Per 1 lb tin ... ... 80 cents. Per 2 lb tin ... ... ... \$1.50

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BRAND

This tine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Causall

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

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DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

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ESTABLISHED IN LONDON IN 1815. SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:-C.P. & Co.'s INVALIDS' PORT SUPERB OLD COGNAC, \$20 PER DOZ.

\$22.50 PER DOZ. Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz. Less old than the above.

THE ELITE OF WHISKY:-THE "PALL MALL,"

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11 Years old; the finest quality shipped.

Each bottles bears an Analyst's certificate. A natural and most pleasant wine to the taste. C. P. & Co.'s OWN SPECIAL

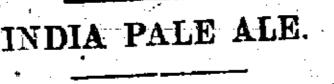
BENEDICTINE LIQUEUR— BLEND WHISKY, D.O.M., \$10.75 PER DOZ.

Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS;

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WINE AND SPIRIT MERCHANTS. 15, Queen's Road [a1947. Hongkong, 21st August, 1901.

COTTAM & CO. (JUST RECEIVED)

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# W. BREWER

Macmillan's Atlas of China ... ... \$1.00 Semett and Oram's Marine Engineering 13.00 | SLIP-IN ALBUMS for KODAK PHOTOS. AND CHEMICALS. Midnight Passengers, by Savage New Sister Teresa, by George Moore Colonials Denver's Double, by Geo. Griffiths Cinderella, by Crockett ... ...) A Scarlet City, by Swears Conan Doyle's Boer War... Charter Parties and Bills of Lading, by Duckworth ... ... ... ... ... Every Man His Own Lawyer... Modern Practice Ship-building in Iron and Steel, by Thearle, 2 Vols.... 10.00 Dynamo Construction, by Urquhart ... Electric Ship-Lighting, by Urquhart ... Electric Light, by Urqubart ... ... Mrs. Bishop's Chinese Pictures Electro-Plating, by Urquhart ...

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FIRST SEASON'S CONSIGNMENT OF - - -AMERICAN ASPARAGUS & DESSERT FRUITS RECEIVED.

DESSERT FRUITS "CUTTING"

Do do. EXTRA STANDARD QUALITY ... 60 ,.

ASBORTED PEARS, PRACHES, APRICOTS, CHERRIES, STRAWBEBRIES, BLACKBERRIES,

TRAPES, GREENGAGES ADDIES GRAPES, GREENGAGES, APPLES.

SACRAMENTO LARGE WHITE ASPARAGUS ... per tin 75 cents.
Do. do. (Peeled) ... per tin 75 cents. This Asparagus is packed in the can immediately after Cutting, thus insuring all of its FRESHNESS and DELICACY of FLAVOUR.

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Open to all comers. Two Prizes. Entrance

YARDS CHAMPIONSHIP OF THE

COLONY. 6 lengths. Open to all comers.

THE undersigned, who have dealt for many

different countries, beg to state that two of

their jokis named WING-LOONG and AH.

YUEN, who were despatched last year to go

orders accepted by them have all been

In future, however, other fokis will be sent

All orders will be thankfully accepted and

B. J. BARLOW,

CONSULTING ENGINEER, SURVEYOR

AND CONTRACTOR.

Small Coast Steamers, Light Draught Vessels,

Dredgers, Tug-Boats, Launches and Barges

of any Class or for Special Requirements.

New and Repair Work Supervised. Contractor

for the Supply and Erection of any type of

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MACAO.

Macao is 40 miles West of Hongkong, and

according to Schedule, and Macao at 7.30 A.M.

Connection made at Macao with Company's

CLARKE & CO.,

Proprieters.

Telegrams "BARLOW," Hongkong.

Telephone, No. 74

P. O. Box, No. 110.

Hongkong, 12th June, 1901.

"BOA VISTA"

Steamer to and from Canton.

Cable Address - " Boavista."

Hongkong, 22nd August, 1901.

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Cane Dealer.

Honam, Canton.

years in all kinds of First-class Canes,

E. A. SARGENT,

Hon. Secretary.

Two prizes. Entrance Fee \$1.

Hongkong, 24th August, 1901.

executed and delivered.

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round for orders.

Machinery.

Entries for above close on 29th inst.

ENTERTAINMENT

AQUATIC SPORTS. For the WIDOW and CHILDREN of the THURSDAY, September, 5th, at 5 P.M. 4 Lengths (133 1/3 yards Race (scratch). Late Armourer-Sergeant A. WILLIAMS, Open to Army, Navy and Police. Two Prizes. No Entrance Fee. Also MILE 2nd Battalion Royal Welsh Fusiliers. CHAMPIONSHIP OF THE COLONY.

Under the Distinguished Patronage of His Excellency Sir H. E. BLAKE, G.C.M.G., Commodore F. POWELL, C.B., R.N.; The Acting General Officer Commanding the Troops-Colonel L. F. BROWN, R.E.

GRAND MILITARY TATTOO will A take place on the Honokone Volun-TEER PARADE GROUND (by kind permission) of the Acting Commandant) commencing at P.M. aharp, on WEDNESDAY, 4th September, 1901.

The Military and Navy of Hongkong will be represented in a Torchlight Procession, headed by Bands, Drums, Fifes, and Pipes of the Garrison, kindly lent by the Commanding Tickets can be obtained at:-

Messis. Kelly & Walsh, THE ROBINSON PIANO Co., Honekong Volunteer Corps Head. At the different MESSES.

Hongkong, 26th August, 1901. BONZOLINE BILLIARD

BALLS.

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CATTA.LUC FOR SALE.

DURAL BUILDING LOT No. 1, situate THE SANITARIUM OF SOUTH CHINA. together, with the FOUR HOUSES standing the trip is made each day (Sundays excepted) by \$11.00 Don MOUNT GOUGH, the PEAK, thereon. The Owner is prepared to accept an offer for the whole Lot or to sell the Houses Clarke, leaving Hongkong at 2 separately, subject to the existing tenancies. Any portion of the purchase-money can remain on Mortgage at 8 per cent. per annum. For detailed partioulars apply to DENNYS & BOWLEY,

Solicitors Supreme Court House.

For Terms, apply to

MANAGER.

Pints.....4 H. PRICE & CO. 12. QUEEN'S ROAD.

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HONGKONG A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation-132 rooms. Fire Extinguishing Mains on every foor

CHARGES MODERATE.

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HOTEL CRAIGIEBURN. PLUNKET'S GAP, The Prak, near the Tram Terminus.

Tel. 56. For Terms, apply to the MANAGER Hongkong, 2nd July, 1900. THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FRIDAY, September, 6th. at 4.30 P.M. 200 FIRST-CLASS PRIVATE HOTEL. Handsomely Furnished and Exceedingly

Spacious Rooms. Very MODERATE TERMS to FAMI-LIES by the DAY or MONTH.

THE CONNAUGHT FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished. at moderate rates, which they export to The Hotel is situated near all the Banks and Principal Offices in the Colony, Special Attention paid to the Comfort of round for orders to the different Foreign Cuisine excellent; under Experienced Ma-Firms, have now left their service, and that all

nagement. Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899.

KOWLOON HOTEL. THIS HOTEL is situated in a quiet L locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from DLANS and Specifications Supplied for any which there is a regular ferry service to Hong-Class of Engineering Work. Marine Work a Speciality; Designs prepared for

Bowling Alleys and Billiards. The Cuisine is Excellent. J. H. DOWNS. . W. OSBORNE, Manager. Proprietor. Hongkong, 8th September, 1900.

HING KEE HOTEL. (ESTABLISHED 1873) MACAO.

OFFICE,-!), QUEEN'S ROAD CENTRAL.
B. J. BARLOW. al480 | First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address "HINGHER" [1682] HONGKONG STEAM WATER

BOAT COMPANY, LIMITED. THE above Company is prepared to supply and FILTERED WATER both for deck and

Call Flag W. Manager, 20, Des Voux Road. Hongkong, 18th December, 1900.

[379 1964

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A. S. WATSON

WINE AND SPIRIT MERCHANTS

LIMITED.

ESTABLISHED 1841.

### SHERRY.

A. SUPERIOR PALE DRY Dinner Wine, Green Seal Capsule C. MANZANILLA, PALE NATURAL SHERRY, White

Capsule ... ... CC. SUPERIOR OLD DRY, Pale Natural Sherry, Red Seal Capsule

D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... ...

E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality, Black Seal Capsule (Old Bottled) ...

In addition to wines of our own bottling, the following brands, bottled in Europe, have been specially selected; and procured from the celebrated firm of MESSRS: GEO. G. SANDEMAN, SONS & CO., of LON-DON and OPORTO, for whom we have been appointed Sole Agents.

LIGHT DRY			\$17.00 25.00
SOLERA			25.00
VERY PALE DR		* 1	30.00
FULL GOLDEN			32.00
PALE DRY NUT	L 3		42.00
FINE OLD BROW	A 7.4	**:	

### A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY

## longkong Office: 14, Des Vœux Road Cl. LONDON OFFICE: 131, FLEET STREET, E.C. Hondrong, 27th August, 1901

Mr. R. F. Johnston, Private Secretary to H.E. the Governor, having gone to Canton | for three months, Capt. W. L. Warren, R.A., has been appointed Privat. Secretary.

The British transport Narani, which arrived yesterday from Taku, brought down the 7th Rajputs and a Native Field Hospital. The British transport Sumatra arrived yesterday from Calcutta.

During the 48 hours ending at noon yesterday there were reported two fresh cases of plague (one Chinese, one other Asiatic), and one death (Chinese). Last week's figures were :-- Three cases, two deaths.

The funeral of the late Mr. H. E. Hammon, manager of the Bay View Hotel, whose sudden death from heat apoplexy we recorded yesterday. took place yesterday afternoon at Happy Valley, in the Protestant Cemetery, before a large gathering of friends and sympathisers. The deceased was aged 31 years.

be easily adapted to the new mounted infantry ( which it is proposed to call into existence there. With the consent of the India Office a number of these ponies have already been sent to India to be submitted to certain military

A sad death occured at Bangkok, on the 9th inst., Mr. A. G. Fildes, employed by Messra. Howarth & Erskine, and a popular athlete not only in Bangkok, but also in Singapore and at home. While stepping upon the roof of the firm's works, Mr. Fildes was suddenly electrocuted. The roof was of galvanised iron, and wire of the electric lighting plant touched it. The insulation being worn off at the spot, it is supposed to have charged the rooting and so caused the accident.

The interpreters at the Magistracy have at last "run up against the real thing." Chinese was brought before Mr. Kemp, Acting Magistrate, for being a rogue and vagahond. He was first questioned in Cantonese, Hoklo. Chin Chew, and Fuhkien dialects. These failing to elicit a intelligible reply, he was tried with Hakka, and then Malay, but with- subsequent capture of the Peiho forts, and out avail. Some one suggested Hindoostani. Sanscrit, and Arabic, but the Magistrate was discouraged and the interpreters tired out, so been promoted to commander, and was now sent the man was remanded for a week, to enable home with despatches. Captain Beamish retirthe court officers to find out what dialect he ed with the the rank of rear-admiral in January, hibition, that of Mrs. Cantlie will doubtless speaks.

What are the town limits of Victoria? Who can tell? Nobody could at the Magistracy yesterday.

A Chinese labourer died in hospital yesterday morning from the effects of injuries sustained through a fall from a ship's side at the docks the other day.

The Marquis Salvago Raggi will, it is balieved, shortly represent Italy in Egypt. As Italian Minister, it will be remembered, he passed through thrilling events in Peking last

Amongst the nurses received by the Queen at Marlborough House on the 19th ult. were Nurses Walker, Barker, and Mead, who were in this Colony, attending patients suffering from plague.

It is generally understood among the intimate friends of Sir Thomas Lipton that his coming effort to win the America cup will be his last appearance in the yachting world, and that he will probably take to the turf for a change.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:-

H. F. Carmichael A Patient ... ...

London Gazette, last month, in which provision excite greater national sentiment against is made for administrative and legislative powers foreigners, and to stimulate the Chinese to the in the leased territory of Weihaiwei and the territorial waters, as well as for the administration of justice in civil and criminal matters. A land commission is also to be appointed.

Among the recent consignments of natural 20.40 history specimens received at South Kensington is a box of birds collected by the Roman Catholic missionaries in Shensi province. The collection contains, it is said, several very rare species, and other consignments are expected shortly from the same quarter of the Chinese

> The Cologne Gazette states that the boiler explosion on board the German cruiser Ariadne at Kiel will considerably delay her departure for China to strengthen the German naval force there. The fact that on board German warships the stokeholds are entirely separated from the engine-room by a bulkhead prevented the damage to the personnel from being greater than it was.

The correspondent of the Daily Chronicle in Rome, who is usually well-informed as to Vatican matters, states that a complete agreement has been arrived at between the Vatican and the United States with regard to the religious orders in the Philippines. According to this agreement, the Dominicans and Augustinians will remain for the present, but the Spanish monks will be replaced from time to time by others, and moderate compensation will be given for the property handed over.

The appointment of Admiral Sir Michael Culmo-Seymour and Admiral the Hon. Sir E. R. Fremantle to be Vice-Admiral and Rear-Admiral respectively of the United Kingdom and to be Lieutenants of the Admiralty thereof, is an interesting revival, says the Times, or rather amplification of offices which fell into desuctude some few years ago with the death of the last holder. Under the Angevins it was usual to appoint an admiral of the north and another of the west, and there was only cocasionally a Commander-in-Chief or Admiral of England. From 1406, however, there was always an Admiral of England, who commanded in chief the Fleets of England, Ireland, and Aquitaine. Lord Howe was Vice-Admiral of England at the " Glorious First of June."

M. ed Lanessan, French Minister of Marine, telegraphing to General Voyron authorising him to return by the Occanien, adds:-"] express to you the entire satisfaction of the Government with the manner in which you have carried out its instructions, maintained in the expeditionary corps a conspicuous discipline, and utilised to the best advantage for the health of the troops the resources which the Ministry of Marine had placed at your disposal. congratulate you upon the results obtained from the standpoint of France's prestige in the Far East, and the good fame of our army in connection with the foreign corps." It may be The cavalry officers who were recently in noted that Admiral Pottier has sent two China are persuaded that the Chinese pony is statuettes of Chinese make representing two peculiarly suitable for work in India, and could French soldiers each holding a Chinese infant in his arms. He regards this as a proof of the Chinaman's conception of the French soldier, and as a reply to the accusations of brutality. He does not, however, explain by whom the figures were made or prompted.

> The death of Rear-Admiral Henry Hamilton Beamish took place on the 19th ult., at Mount House, Brasted, Kent. The Rear-Admiral entered the Navy at the age of 16, and in May, 1851, received his commission as mate. Pro- and is not as too often happens a heterogeneous moted to lieutenant in 1853, he saw service in callection of mere curios, but such of the exhibits the Russian war, and then in the operations in as partake of that character are very interestthe China seas, where he was present at the ing and valuable of their kind being in most attack on the war junks and the French Folly cases lent from private collections. This loan. fort at Canton, when he was specially mentioned | character of the exhibition necessarily must in despatches for his cool courage in carrying | have limited its extent owing to the obvious risks ont an anchor under a most severe fire, to enable | where articles of great value are concerned, but the Barracoula to spring her broadside on the from some observations one heard it seems that enemy. He acted as naval aide de-camp to the Trustees have some cause of complaint at the &c., displayed in bringing his two heavy 12-pounder guns to the front," where they had it appears. to be drawn up a wall a height of 28 ft.," at the capture of Canton. He was present at the received the China medal with clasps for Canton | fallen to the judicious hands of Mr. J. B. and Taku. In the previous February he had

#### The following appointment has been made at the Admiralty :- Commander : M. Woollcombe. to the Argonaut, to date July 28.

The P. & O. steamer Chusan, with the next English mail, left Singapore on Saturday, the 24th inst., at 4 p.m., and is due here on Thursday, the 29th inst, at about 5 p.m. This mail brings replies to letters despatched hence on the

From the Administration Report on the Settlement of Malacca it appears that the value of the imports in 1899 and 1900 was as follows: -1899, \$1,914,068; 1900, \$2,322,036. The total increase is \$407.968. The principal increases are found under grains, &c., \$329,025; animals, \$28,936; and metals, &c., \$16,583. The value of the exports was as follows: -1899, \$2.404,145; 1900, \$2,787,128. Total increase \$382,983. The principal increases are found under animals, \$139,104; tapioca, 65,325; specie, 857,642; spices,... \$23,895, gambier, \$23,845; fish, dry and salted. 817,512; curry stuffs, \$15,142; coconuts, \$10,070; fruits, \$8,654. The principal decreases were under cotton goods, \$11,998; salt, \$10,387; opium, \$7,875.

The return of the troops from China has evoked from the France Militaire some reflections. The combined military operation has been a failure. Except for the relief of the Legations and the arrangements made for their An Order in Council was published in the future security, the only result has been to worst excesses. Mancharia is agitated, and already the Tunguses have attacked the Russians. The situation is no better than it was at the beginning. The journal concludes that the departure of the International troops is bringing about a recrudescence of the Bexer movement. The Powers have been led at the tail of Germany, have caused the Chinese to turn the revolutionary flood against the foreigners, and have now an opportunity of measuring the degree of their succes or failure. They have either done too much or too little.

I notice in a contemporary, says a writer in the Globe, a paragraph to the effect that the gun-vessel Linnet, which is ordered to be paid out of commission at Chatham this week, after a long period of service upon the China Station, is to be again refitted for further service. 1 Sincerely trust that this announcement is an error, and that the Linnet may be included in the list of obsolete vessels which the Secretary of the Admiralty recently stated in the House of Commons were to be relegated either to the non-effective list or the ship-breaker's yard. The Liquet is a "fast and commodious" gunboat built as long ago as the year 1889 at Blackwall. She is a composite vessel of 756 tons, 870 horsepower, and a full-power speed, when new, of 11.8 knots. She can now squeeze out about eight or nine knots, I suppose. Her armament is antiquated, and she and her sister vessels, the Swift and the Firebrand, are entirely out date. They have all done the greater part of their service on the China Station, and the latter vessel has for a long time enjoyed the sarcastic title of "The Terror of the East." would be an absolute waste of public money to expend it upon the repair of such useless vessels as these.

#### CHINA AND WHITECHAPEL. FROM A LONDON CORRESPONDENT.

It is a far cry from China to Whitechapel, but for a few months it will be possible to refresh one's memories of-China by a visit to the Art Gallery in Whitechapel, where on the presence of a considerable company of invited

The history of the movement in East London of which this Exhibition is an element is well known now to all newspaper-readers; but Canon Barnett in introducing Mr. Asquith made early stages of tweny or twenty five years ago, and dwelt on the need and value for educational purposes of art collections, as they affect the national life, and explained that the present collection was the first of a series intended to illustrate countries, periods, and trades.

Mr. Asquith's speech, which dealt in general terms with the need and value of exhibitions such as the present, invited the company to assist the movement by the many agencies which he pointed out to them.

Dr. Cantlie and Mr. H. L. W. Lawson, in proposing and seconding a vote of thanks to Mr. Asquith, dealt more fully with the commercial advantages to be gained from a better acquaintance with China; the former pointing out that of every hundred pence-gained to us from our foreign commercial relations, twenty of them came from China.

The exhibition comprises at present some four hundred objects, representing many phases of Chinese life-in China; the selection seems to be most judiciously made so far as it goes, Lord Elgin and was again mentioned in the caution of the Imperial Institute Authorities Commander-in-Chief's' despatches for "zeal, who have a large collection made in Hongkong some years ago, the loan of which was declined

Amongst the contributions can be found many names well known in China; but probably a very large share of the organising and arranging has | Sharp? Coughtree: and if one were to single any exhibit for its domestic interest, which seems to be the principal characteristic of the ex-

### TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

#### GENERAL NEWS.

LONDON, 25th August, 10.25 p.m. THE TSAR'S VISIT TO FRANCE.

The announcement of the Tsar's intended visit to France has created intense enthusiasm in that country. The Tsar meets King Edward at Fredensborg. It is stated that the Tsar desires the presence of Count von Bulow at the meeting with the Kaiser at Dantzig.

THE STEEL STRIKE.

The strike in the American steel trade promises to continue for an indefinite

> SUPREME COURT. Monday, 26th August.

IN ORIGINAL JURISDICTION. BEFORE HIS HONOUR A. G. WISE (ACTIN

CHIEF JUSTICE). LUK LAI CHO V. KINGHORN AND MACDONALD.

This was an action for breach of warranty and authority by Lak Lai Cho, merchant, 32, Bonham Strand, against Messrs. Kinghorn and Macdonald, marine engineers, Des Vœux Rd. Central. The Hon. H. E. Pollock, K.C., Acting Attorney-General (instructed by Mr. J. Hastings) appeared for the plaintiff: I. J. Francis, K.C., and Mr. E. Sharp, barristerat-law (instructed by Mr. J. S. Harston), represented the defendant firm.

The petition stated that in the month of October, 1900, one T. H. Kingsley, then resident at Shanghai, was the registered owner of Kowloon Marine Lot No. 39. On the 20th of the same month-October-defendants, assuming, as special agents, to have the authority of the said T. H. Kingsley for so doing, accepted an offer by the plaintiff to purchase Kowloon Marine Lot No. 39 for the sum of \$325,000 -10 per cent. to be paid cash down, and the remainder of the sum in six months. At the time they accepted the plaintiff's offer, the defendants asserted and warranted to the plaintiff that they had the authority of the said T. H. Kingsley for accepting the same. The latter subsequently repudiated the authority claimed by the defeulants, maintained that they had no right to accept the offer of \$325,090 for the property, and refused to be bound by their acceptance of the offer. The plaintiff, upon the faith of the assertion and warranty of authority by the defendants, instituted proceedings in the original

jurisdiction of the Court against T. H. Kingsley for the specific performance of the terms of the agreement for the sale of Kowloon Marine Lot No. 39, to the plaintiff, which the defendants, assuming to act as special agents, had entered into on his behalf. Upon the conclusion of the suit-No. 74 of 1900-judgment was given for the defendant, and the plaintiff was ordered to pay the costs of the suit. The plaintiff in the present action claims damages from the defendants in respect of their breach of their said warranty of authority. The amount of the damages claimed is \$44,325, being the difference in price between the sum of \$325,000 originally paid for the property and one of \$369,325, representing 197,500 square feet of land at \$1.87 per square foot, for which the plaintiff, by a contract dated 7th November, 1900, agreed to sell the said property to the Hongkong Land Investment and Agency Company, Ld. The plaintiff also claims his costs, charges, and expenses of prosecuting the suit No. 74 of 1900, and also the costs of the present action.

In their answer, the defendant stated that they were, at the time of the transaction in question, the special agents of T. H. Kingsley, appointed 24th July an Exhibition was inaugurated by for the purpose of obtaining offers for the the Rt. Hon. H. H. Asquith, K.C., M.P., in the purchase of Kowloon Marine Lot No. 39. On Saturday, 20th October, 1900, mistakingly assuming that the vendor, T. H. Kingsley, would confirm their action, they gave the plaintiff, at his request and under the circumstances that had been mentioned, a note in the following words-"We are now in a position to accept your offer definitely for the purchase of Kowloon Marine Lot No. 38 for the sum happy reference to their association in the of \$325,000 net, and will not enter into further negotiations with anyone. Terms example. of payment to be 10 per cent. cash, remainder in six months from date." the same day the defendants telegraphed to the vendor, T. H. Kingsley, apprising him of their action, and he immediately telegraphed his refusal to confirm it. As coon as possible thereafter on Monday, 22nd October—the defendants told the plaintiff of the vendor's refusal to confirm the sale. Previous to this the defendants had shown the defendant all the correspondenceletters and telegrams—that had passed between vendor and themselves in connection with the matter, and also informed the plaintiff that the vendor had not actually authorised them to accept the said term of payment. The defendants allege that the plaintiff throughout these transactions was aware of their real position and authority, and deny that they ever made the assertion attributed to them or gave the warranty alleged. The defendants also deny their liability for damages in respect of the matters referred to, and claim that these matters were not the necessary and proper consequence of their action. If on 7th November the plaintiff entered into the contract alleged, he did so recklessly and with full knowledge of all the circumstances.

Mr. Polleck-As your Lordship will have gathered from the pleadings, this is an action for damages for breach of warranty and auborn and Macdonald, but before reading the pleadings, which I think state the case on both sides very clearly, I would ask your Lordship's permission to amend the writ of summons and the netition in respect of the first head damages. The amount claimed, my Lord, ought to be \$40,959.

His Lordship-Was it a mistake in calcula-Mr. Pollock-It arose in this way. We took

as being 193,500 square feet at \$1.87 per square foot, when it should have been 195,700 square feet at \$1.87. His Lordship-What do you want to claim? Mr. Pollock - \$40,959.

His Lordship—Have you any objection, Mr. Mr. Sharp-No, my Lord

Mr. Pollock then proceeded to read the leadings in the case, after which counsel engaged in arguments. the Court until 10.30 this morning, to consider the outward English mails, and is due here on Yours, etc., the 29th inst., at about 5 p.m.

a point of law that had been raised.

#### TONKIN NOTES.

PROM OUR COMERSPONDERS.

\* Hanoi, 13th August.

PRINCE HENRI D'ORLEANS. Prince Henri d'Orleans, on his return from Long Biang, was transported with all speed to Baigon hospital. He has undergone a very severe operation on the liver, where several abscesses. had formed. The operation was made by Drs. Herraff and Ayme. The state of the patient is satisfactory.

[It appears that Prince Henri has since died. A London telegram of the 8th inst. already announced his death, but this appears to have been an anticipation of the fact, as the French Consulate here has received no official confirmation.—Ed., D.P.]

PRINCE YUKANTHOR. Prince Yukanthor-we have not forgotten his sejourn at Paris and his accusations against the French colonial administration—has been sentenced to the capital penalty by the roya native court in Pusm-Penh, Cambodia.

THE BAC NINH MURDER.

Several of the murderers of M. Martin, the contractor lately assassinated in Bac Ninh, have been caught by Inspector Lambert. brigades of the "Garde Indigene "hope shortly to get at Giang and the other accessories to this murder. OBITUARY.

Mrs. Michel, wife of M. Michel, Procureur Général and Chef du Service Judiciaire in Tonkin, is dead, at 30 years of age.

A REFORM SCHEME.

Chine, is now in Paris. M. Jung is the mandatory of numerous colonists, traders and manufacturers, for presenting to Parliament and in the metropolitan Press a scheme for remodelling our colonial administration. This very complete scheme is a detailed criticism of present that de choses and asks for numerous reforms which, according to M. Jung and his constituents, would better meet the real needs of the Colony than the methods now obtaining.

THE YUNNAN MISSION. The Yunnan Mission, directed by M. François, Consul General, is enchanted of the reception which met it on its arrival. The journey from Hanoi to Yunnanfu was effected under very excellent conditions, notwithstanding several rainy days. M. François, who had preceded the rest of the mission, has been very satisfied with the Chinese authorities' welcome. The relations with mandarins are for the moment excellent, and the population does not show the least hos ility.

Hanoi, 20th August.

RED RIVER DISASTER.

Drowning accidents are more and more fre. quent in the Song Coi (Red River). During the last few days, the body of a native, 25 to 30 years old, was found in the river near the steamboat wharf back. Surely precantions might be taken for the future to avert these constant accidents.

The crops have been very good in all the Colony, and especially in the Delta, during this past first half of present year. The statistics

show a very appreciable growth in agricultural

HANOI CHAMBER OF COMMERCE BUSY. At its last meetings the Chamber of Commerce of Hanoi protested against the prorogation of the contract giving the exploitation of the Haiphong and Hansi docks to a private contractor. The same body too expressed the wish to obtain on "Messageries Fluvales" steamboats a reserved place for goods and products destined for the upper regions Tonkin. After that, the Chamber of Commerce asked for the promulgation in the colony of the "syndicats professionnels" and "conseils de mudhommes" laws. It has been also decided to\_send these resolutions to the Haiphong Chamber of Commerce and the Tonkin Agricultural Chamber, inviting them to follow this

The inauguration ceremony has taken place at Quyen Quang of a bell destined for use in the Catholic church of this fine little city. This bell, named "Maria Fides," has been bought by means of subscriptions obtained in the Quyen Quang region from the military and civil European officials and also from native converts. The ceremony was presided over by Mgr. Ramond, Bishop of High Tonkin; sponsors of the bell were Colonel and Madame Riou. After the religious ceremony an enthusiastic fite took place throughout the city.

RIOTOUS SOLDIERS.

Six months ago, the central division of the 3rd Tonkinese Infantry was transferred from Vietri to Nam Dinh, in the Red River Delta, notwithstanding the objections of several residents. Last week a riot among the Tonkinese sharpshooters took place and the natives set fire to a spinning-house in the city. The outbreak has quieted quickly, but the damage to the spinning company was very considerable. The directors and shareholders intend to make a very heavy claim. An enquiry is being held. Nam Dinh is unanimous in its request for the departure from the town of the 3rd Tonkinese Infantry, but Commandants Bernard and Poriou, who are in charge of the contingent, do not see their way to this. The excitement caused by the riot is far from having calmed

\* Delayed in transmission.

LATEST STEAMER MOVEMENTS

The P. & A. steamer Indravelli sailed from Yokohama on the 21st inst. for this port. The Imperial German Mail steamer Prinzess. left Kobe via Nagasaki. Shanghai and Foochow on the 25th inst., p.m., and may be expected here on or about the 4th September. The P. & O. steamer Chuian left Singapore for this port on the 24th inst, at 4 p.m. with

#### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

HOUSE-BUILDING AND HOUSE RENT IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 24th August. SIR.-Now while the recent collapse of a number of houses in Cochrane Street, entombing some 50 to 60 living human beings, is still fresh in the minds of all the communities, it will not be inopportune to submit a few suggestions for the consideration of H. E. the Governor who, no doubt, will look thoroughly into the merits of any measures conducive to the welfare of the Colony.

The early history of the island records the

wisdom of the policy of the then governing bodies in confining the City of Victoria to Europeans, who caused to be erected as resideness ideal buildings, some of which have withstood the ravages of time and the elements in evidence of their sound construction and stability. It was not till the last twenty years when the impetus given to trade by a liberal-minded home Government, resulted in a steady influx of a motley crowd in quest of better means of subsistence and fortune in this flourishing seat of commerce. Native capitalists, merchants, commission agents, and brokers resped good returns in local investments and in business transactions and, influenced by these gains settled here with the neual retinue of wives M. Jung, formerly Vice-Resident in Indo- and servants, conscious of the security of life and properly and the equity of justice under British rule. The insufficiency of house-accomodation became necessarily more and more felt when the Chinese, with the tacit consent of the Government, not only overenched the limits of the European reservation (resulting in the present state of affairs when, reside where you may, you will have in many instances filthy natives for your neighbours), but also evercrowded in their own prescribed area. A good number of laudiords, on the plea of their resources being heavily toxed on account of the increased cost of land and building materials, but in reality to get big returns for small capital investments, resorted to the many jerry-builders who supply work of a nature proportionate to the remuneration they receive. The evil attendant on the advent of these jerry-builders was manifest. Every available space was taken up and walled in with old, bricks and a sort of red mad, the apology for mortar; where possible another story was added to an already decrepit and tottering house. The laws of hygiene and sanitation were set at nought, as the observance of these runs contrary to other interests.

The long-suffering public of Hongkong knows the wills of some of our property-holders-No tenement can be had at the present moment for long leases. When you have yielded to force majeure, accepting the rent asked for, you receive an intimation to the effect that the property has changed hands and that the present owner has certainly no objection to your staying in it, provided, of course, you can see your way to meet the small increase of \$10 to \$15 to the rent you are paying at present. It is no more exaggeration to state that they do not scraple to demand exorbitant rents, in some cases approaching a 100 per cent. Instances may be quoted were houses which formerly could be rented for from \$35 to \$40 are now let for from \$75 to \$80. Where experts have failed it would be idle for a layman to venture on an opinion, but I am convinced that overcrowding, the inevitable result of high rents, is largely responsible for the outbreak of bubonic plague in epidemic form during the last few years.

It is a matter for congratulation that some banking institutions and leading firms have liberally answered the despairing ory of their locally engaged clerks with a substantial increment to their salaries. There are some employers, however, who remain callons to the difficulties their assistants are experiencing to make both ends meet, when it is well known that every commodity is not obtainable for less than double its former price. The try chief items which figure most conspicuously in the monthly accounts and absorb the major part of the salary of the head of a family are house rent and cost of food. Were a man to indulge in the luxury of a decent dwelling. house, just airy and spacious emorgh to meet hygienic and sanitary principles, there would be very little left for food.

Can not the Government make proper use of its powers in controlling the erection of houses. Can not the Government appoint a body of technical men to inspect all the houses in the Colony and to recommend the demolition of such as in their opinion are unfit for human habitation? Finally can not the Attorney-General force a bill through the Legislative Council legislating on the rent of houses. This last is the most pertinent need and has the unanimous support of the public . When rents ran high, it occured to me that there was every possibility of the Government being chested out of its logal tax, as this is based on a rent much lower than what is actually charged. Will it be advantageous for the tenants to agitate and bring this to the notice of the Government? I recommend this scheme to the earnest coneideration of H.E. the Governor and the legal luminaries, and assure them that they will find support in the public when the occasion arises.

In conclusion, let us hope the official triumviriate may not influence the independent thinking of the Governor so that posterity may know that the Captain Superintendent of Police excuse the slip of the pen, please—that Sir Henry sailed away from these shores at the expiration of his time, leaving behind him happy memories of his efforts to promote the interest of the Colony and its inhabitants.

DE MONTE CARMELLO.

POLICE COURTS

Monday, 26th August.

BEFORE MR. HAZELAND.

DRUNK AND DISORDERLY. James Ferguson, a seaman, was found guilty of being drunk and disorderly and of assaulting P.C. O'Connell, No. 90, in the execution of his

Defendant was to leave with his ship yesterday forenoon, and in answer to His Worship's enquiry if he had money to pay the fine, P.C. 90 said that a cheque for \$17 and a covereignhad been found on the defendant.

Defendant was accordingly fined 83 or eight days on the first, and \$10 or three weeks' hard labour on the second charge.

Detective Sergeant Murison brought Chinese lad before His Worship on the charge of thost of a gold signet ring, which the latter had tried to pawn.

Accused claimed that another man had given him the ring to pawn, and when the rolice arrested him the other run away. Accused was fined 350 or six weeks hard labour.

GAMBLING ON THE ROOF. Inspector Warnock brought eight men before

His Worship, charged with gambling There had been about thirty men on the roof of No. 23, New Street, but when the police appeared twenty-two made their escape. First the street. Altogether \$10.80 in money was was presumed that they were the bankers.

the house was a very dangerous place. Thirty | sary one, (quoting from preamble of the Ordito forty men always gambled on the roof. nance). He would therefore impose a fine of This had no parapet, so that they had to \$10 on defendant. caution the constables not to make a rush when raiding the house, for fear of accidents. In consequence the men were able to escape.

His Worship stated that he was not inclined on the evidence to convict first and second defendants of keeping a common gaming-house. but he found all of them guilty of gambling, and fined them \$2 each, or eight days. CASES OF THEFT.

Lang Chun and another were found in possession of 5 cwt. of coal, by Water Police Constable Pitt, No. 71. The coal was supposed 25th inst, in Victoria Harbour.

Accused were fined \$25, or six weeks' hard Cheung Sin robbed four pieces of iron from the scene of the late disaster in Cochrane Street, picturesquely written volume. There is sin-

the property of Loung Yung, a blacksmith. Defendant was sentenced to fourteen days' hard labour. MAKING UNECESSARY NOISE

Mr. Master, of Messrs. Johnson, Stokes and Master, prosecuted the Manager of the Fuk Cheong Engineering Works at Bowrington, for disturbing him and others at nights by the noise caused by boiler-making in defendant's

Mr. Bowley, Crown Solicitor, appeared for the prosecution, and Mr. Grist for the defence. Mr. Master was the first witness called, and stated that he was kept awake the whole of night of the 21st inst. Mr. Howell, bailiff, Supreme Court, the

second witness, said practically the same thing. Mr. Master recalled, pointed out on a Directory map the position where his house stood. He said he believed his house was registered in Victoria. Mr. Grist declared that he did not propose to call any witnesses, and would leave his friend the Crewn Edlicitor to address His Wor-

he did not know what line of defence his friend. would take, except that the place where the noise made was not within the limit of the town. He took it, however, that it did not matter where the noise was made, as long as the people who were disturbed thereby were within the limits of the town. His friend might claim that the Ordinance was merely intended to do sway with noises which were made by the watchmen at night, fifty years ago to show that they were vigilant. (Reading preamble to Ordinance). But one could certainly not limit the scope of the Ordinance by its preamble, nor was the Ordinance intended to be so limited. The heading of the Ordinance clearly shows that, as it reads, " for the better securing of peace to the inhabitants of the town of Victoria." Moreover, another passage in the Ordinance plainly says: "No person or persons whatsoever," are permitted to make unnecessary noises between sunset and sunrise. A preamble, continued Mr. Bowley, is only useful to clear up some

ambiguity of the effective part of the Ordinance (quoting some examples). Legislation states no person shall be annoyed, and no boilermaker allowed within the limits of the town. If they are situated in a place not within the town limit as it was in 1844, the date when the Ordinance came into force, this does not affect the construction of the Ordinauce. If boilermakers or others make noises to the anoyance of persons, between sunrise or sunset, they come within the Ordinance. His learned friend might contend the noise complained of was a necessary noise, but he would submit it was not. It was not necessary to cut a the annoyance of the good people of Hongkong. Again, his learned friend might claim that the defendant's works are not within the limit of the town. He would say they were. When

within the limits of the town. Counsel for prosecution here quoted several Ordinances of 1888. In conclusion, the Crown Solicitor maintained that common-sense and authority both tended to show that Bowrington was included in the town limit. Then again, even if not included in the limits of the town, if only so within the vicinity and distance that the noises can annoy, it comes under the meaning of the Ordinance. The only case previously was decided by Mr. Hastings, in 1896, where a brick fell on a gentleman while in bed at the Peak Hotel, the question arose, was the Peak within the limit of the town. His learned sion on the plea with which Mr. Hastings concurred, that the Peak was not within the limit of the town, as a long stretch of open green was between the Peak and the city. In this case, of course, it was different, and that Scores:-

contention would not hold good. Mr. Grist in reply, quoting from the Ordinance in question, said, it prohibited unneces sary noises, in Victoria, or annoyance to people | D. Baldwin in the vicinity of Victoria. He maintained J. Pigeon .... that there had been no evidence shown to prove A. Watson that the noise complained of had been unneces- Q.M. S. West, R.E. sary. The fact of the matter was, it was a most | Sgt. Cross, R.M.L.I., necessary noise. His client had contracted to W. Stewart repair a ship in a certain time

Mr. Bowley-I object Your Worship to any evidence being brought in, or I shall take the privilege of replying. Mr. Grist-I have a right to show the noise

was necessary and you have no right to reply. except on behalf of the Crown. As I said, Your Worship, the presecution has failed to prove the noise was not necessary.

Mr. Bowley-If evidence is going to be put in, let defendant be put in the witness box, so that I may cross-examine him. Mr. Grist.-I need not prove the noise

was a necessary one, the prosecution must prove it was unnecessary. The Ordinance illuded to only applied to the City of Victoria as it was in 1844. There is nothing to show what were the limits of the City at that time. And he (Mr. Grist), wouldsubmit that it was quite necessary to prove that the persons annoyed resided within the limits of the town as it was then. As for his learned friend's contention about the expansion of the city limits by a continued row of houses. let them take Bristol or London. The limits of the City of London have never yet been enlarged. They are still the same as formerly, though the City has expanded all round. Mr. Bowley-This Ordinance applies to town,

Mr. Grist continuing said : What is generally understood by town? It usually means a place that has shops, where various necessaries can be bought, now, from the Clock Tower to Morrison Hill there certainly is not a line of shops. Maintaining that the prosecution made out no case whatever, he would ask His Worship to dismiss

His Worship in summing up-said there was defendant also escaped, but was recaptured in not sufficient evidence to prove that either complainant's residence or defendant's works found on the first and second defendants, and it were within the town limit. As for the noise, he did not think it was necessary for the Inspector Warnock told His Worship that prosecution to prove the noise an unneces-

REVIEW.

The Siege of the Peking Legations. By the Rev. ROLAND ALLEN, M.A. London: Smith, Elder & Co.

ALTHOUGH this book, in spite of its title, is not claimed by the author to be "a history of the siege of the Foreign Legations in Peking, to have been some of a quantity stolen on the it is nevertheless an interesting and painstaking record of the general course of the siege taken in the main from the diary which the Rev. R. Allen kept during the siege. The result is a gularly little of such language as the ordinary might fear to find in a missionary's book, for the writer has wisely recognised that the sentiments which may be grateful to the readers to the general public, who are averso to too procession, to Cronberg Church, where they much edification. But Mr. Allen speaks up i no hesitating manner for the native Christians, as in the following passage, when he also refers to the neglect by the Powers' representatives in Peking of certain sources of information :-

One could not but be struck throughout the whole of the earlier troubles in Peking with the strange failure of the Ministers to use any regular and efficient means for procuring information either of actual facts or of the state of feeling in the different parts of the city, or of the probable course of events. It would scarcely be untrue to say that many missionaries and laymen in the city were better informed than the Lega-Mr. Bowley rising to address the Court said tions; and yet the tradition of the Legations forbade due weight being given to their testimony when offered, and still less was direct evidence from Chinese sources admitted. Thus it came to pass that the Ministers seemed to display an almost cruel disregard for the massacre or sufferings of native Christians, and one of the chief elements in our salvation was left to the generosity and ability of men who had no official connection with the Legations.

We shall not follow Mr. Allen into the details of the siege. His parrative brings out well the points with which we are already familiar, but which bear being heard againthe steadfastness of the besieged, the straits to which they were reduced, the occasional blunders and panies, the general cheerfulness, the treachery of the Chinese authorities, the curious variety in the character of the attack. now and then pressed with tremendous vigour, but usually more estentations than actually dangerous. All these and other features of the memorable siege Mr. Allen tells with fidelity. gates from all parts of the country, and 120 Nor is he destitute of the sense of humour. He appreciates the literary qualities of the writings of M. Pichon, the French Minister. On the morning of the day when the relief column actually arrived, the besieged were busy speculating on the hour at which the Allies would get in and listening to the sounds' of battle outside. Some went up on the city wall to watch the shelling of the gates. M. ship's plate at night, or to work all night to Pichon, says Mr. Allen, who did so, has written a little prose lyric in his usual picturesque style on the beauty of the scene:-

Le soleil s'est leve dans un ciel d'azur. a city orpands, und a continuous row of houses L'atmosphère est d'une eclatante limpidite. Court. is built to extend beyond the original limit, L'horizon se degage à perte de vec. on aperevit "SHAMROCK" SAFELY ACROSS THE ATLANTIC the limit also naturally expands. There is a la ligne bleve des collines qui re détachent sur continuous row of houses from the Clock Tower un fond clair et dore, and so on. Probably to Jardine's Bazaar, there are no long open M. Pichon was the only man on the wall who New York. spaces which could constitute a break : there- had an eye for the beautiful sufficiently keen fore all that part is within the limit of the town. to notice the appearance of the western hills Morrison Hill and Bowrington are therefore when the allied forces were coming to our

rescue in the east. The copy of this interesting volume before us was sent to us by Messrs. Kelly & Walsh.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

Col.-Sgt. Wake recorded a second win on this cup on Saturday with 29 points out of possible 100. Mr. D. Baldwin and he scored friend, who defended at the time, won the deci- remarkably well at the longer range, and but for an unfortunate miss of his seventh shot at 700 yards, the former would have returned a very of 45 millions of wheat, the result of the good card. Only seven competitors took part.

> 700 800 Handi- To-\* Col. Sgt. Wake, R.M.L.I., 44 48 · Winner of Spoon.

CRICKET ITEMS.

LATE TELEGRAMS. NEWS VIA CEYLON.

THE WAR IN SOUTH AFRICA.

London, 10th August. END OF LORD MILNER'S HOLIDAY. Lord Milner has sailed for Cape Town on

board the steamer Sazon. RENEWED BOER ACTIVITY IN CAPE COLONY, Small parties of Boers have renewed their activity in the middle of Cape Colony. Four armoured trains were engaged on Thursday on different lines within fifty miles of Rosmead. A WAGON HILL V.C.

A Victoria Cross has been received by the Commander-in-Chief of India for presentation. to Captain and Brevet Major Masterson of the 1st Devenshires for conspicuous bravery during the action at Wagon Hill, during the siege of Ladysmith in 1901.

London, 11th August. OUTRAGE AGAINST BRITISH TRANSPORT AT NEW ORLEANS.

A mule transport for the Cape, which was loading at New Orleans, has been damaged by an external explosion, apparently a homb 125 feet of wire was afterwards found attached to the anchor chain.

London, 12th August. BOER CASUALTIES AND SURRENDERS. Nine Boers have been killed and wounded, and 71 captured, in four fights in the Eastern Transvaal. Surrenders are taking place daily.

GENERAL LYTTLETON. General Lyttleton has sailed for the Cape. MINERAL WEALTH OF THE COUNTRY. The exports from the Cape during the past year show a decrease of £4,000,000 in gold, and

an increase of £2,500,000 in diamonds. CHASING KRITZINGER. Commandant Kritzinger is, being driven north-west, abandoning a hundred horses. Generol Crabbe engaged him for two hours and was in hot pursuit at sunset.

GENERAL NEWS.

THE LATE EMPRESS FREDERICK. London, 9th August. The King and Queen started for Germany to-day. The Duke and Duchess of Connaught have proceeded to Germany to attend the

Earl Roberts telegraphed to the Emperer William the condolence of all ranks of the British Army. The Emperor wired back his London, 10th August.

King Edward remains at Hamburg for three weeks after the funeral of the late Empress Frederick. London, 11th August. The remains of the late Empress Frederick were conveyed last evening, with a torchlight

weird and impressive one. The King and Queen of England arrived Hamburg and had a most cordial reception from the Emperor William, who was accom-

panied by Count von Waldersee. Prince Henry of Prussia has declined the invitation to land at Brest, and has proceeded to Germany ahead of the China Squadron. Their Majesties, accompanied by Count von Buelow-and all high officials and authorities, attended the service in Cronberg Church this afternoon. The four eldest sons of the Emperor advanced with drawn swords and stood beside the coffin throughout the service. The recurring roll of muffled drums outside deepened the impressiveness of the ceremony.

Sympathetic references to the late Empress Frederick and her extraordinary influence on two Empires were made in most cathedrals and churches throughout England to-day. CEYLON AND THE ALL-BRITISH CABLE.

London, 9th August. Mr. Chamberlain, replying to a deputation, said he favoured the insertion of a clause in the Cape to Australia cable contract, enabling the State eventually to purchase it. He sympathised with the suggestion for a branch from Cocos Island to Ceylon.

THE MURDERS IN NEW BRITAIN.

London, 9th August. A German warship killed eighty natives and cuptured seventeen at Saint Mathias Island, as reparation for the murder of Herr Mencke and his secretary in New Britain.

UNIONIST DEMONSTRATION AT BLENHEIM PARK.

London, 10th August. A great Unionist demonstration was held at Blenheim Park, under the auspices of the Duke of Marlborough. Three thousand delemembers of the House of Commons, were present. Mr. Balfour and Mr. Chamberlain addressed the audience, dwelling upon the indissoluble union of the Unionists and Conservaties, and the triumph of the truly National party. FAILURE OF CROPS IN SOUTH RUSSIA.

London, 10th August. Famine is inevitable in Taurida, South Russia, owing to the condition of the crops. THE CAIRO FOX-HUNTING CASE.

London, 10th August. Lord Cranborne, questioned regarding the Cairo fox hunting case, said it would be highly improper for the Government to interfere with the discretion and independence of the Egyptian

The Erin and Shumrock II have arrived at

BATTERIES PURCHASED IN GERMANY. London, 12th August.

Lord Stanley, replying to a question in the House of Commons, said that fifteen of the eighteen batteries purchased in Germany were in the hands of our troops, and none of the guns had broken down. .

COOPER'S HILL VISITORS' REPORT. London, 12th August.

Lord George Hamilton, replying to a question, said that the report of the Visitors" Committee of Cooper's Hill was lengthy, and its purport did not admit of its communication to the House of Commons in condensed form. ENORMOUS LOSSES OF AMERICAN GRAIN.

London, 12th August. The American crop report indicates a decrease of 705 million bushels of maize, and a decrease drought, as compared with July estimates. CHOLERA ATTACKS ROYAL-SCOTS-AT-POONA.

Bombay. 13th August. Cholera has broken out at Poons, where the Government is situated during the rains. Three men of the Royal Scots have died; and two Parsees have also been attacked. The improving, and the work will now probably be "T can't say that you were scared, but for a done. The disease broke out in the hospital of man who has been trying to get to heaven all the Boyal Boots, which was immediately evacu- these years you appeared most reluctant to ated and disinfected.

THE COUNTY CHAMPIONSPIP. London, 9th August. York has beaten Hampshire at Harrogate by an innings and 81 runs. J. T. Brown, senior scored 110 and Mr. T. L. Taylor 156.

London, 10th August. In the match between Kent and Surrey at Canterbury on the 8th instant, (Canterbury week), the former won by 150 runs. In the first innings Kent made 293 runs, to which on the island of Hongkong, now in course of Surrey replied with 115. In the second innings | construction; whother they had received any Kent ran up a total of 202 runs for six wickets | representations either from the naval authorities and declared, leaving Surrey with 381 runs to on the station, from the colonial authorities, make to win. Surrey was, however, only able or the commercial community at Hongkong, to score 230, leaving Kent the winner by the or from their own engineers, showing that a good margin of 150 runs. Bradley in the first | mistake had been made in the selection of that innings, took seven wickets for 55. The Canterbury week has been a great suc-

gutheriugs.

(Cheltenham week), Middlesex beat Gloucestershire by four wickets. At Leicester, on the 8th, Leicestershire beat Warwickshire by 218 runs.

The matches between Somerset and Sussex at Taunton, Laucashire and Derbyshire at Manchoster, and Essex and Norts at Leyton, wero drawn. For Notts, Mr. A. O. Jones scored 149 and

Iremonger 133. For Essex, Carpenter scored 118 and Mr. A. J. Turner 120. For Somerset. Mr. L. C. H. Palairet scored 194. For Middlesex, Mr. R. P. Lewis scored 120, and for Sussex Mr. George Brann scored 107. Sussex, in its match with Somerset at Taun-

buting 119 not out, and Ranjitsinhji 285 not | The reply to the last paragraph is in the out. This is a record for the season. At the Crystal Palace, the match between the

London County and the M.C.C and Ground ended in a win for the County by 132 runs, W. G. Grace overtopping the century with 132.

THE PLAGUE AT HONGKONG.

The Tollowing article appears in the London and China Express of the 26th ult:-We are glad to learn from a wire from Hongkong that the plague has practically subsided in its epidemic form. This year's visitation has ask for it to be rewritten. (Laughter and been of a very severe character, the number of | Opposition cheers.) deaths being 1,509, of which 29 were Europeans. It is only natural, therefore, that the local community should be seriously concerning itself as to the effects upon the interests of the Colony of these recurring outbreaks of one of the most terrible scourges known to mankind. Whilst the sanitary authorities cannot be accused of any deliberate neglect or indifference, it is perfeetly clear that they have proved quite unable to suppress, or even check, the disease. This may be very largely due-and doubtless is-to

the inadequacy of the medical staff, who appear to have done all that they possibly could; but the broad fact remains, nevertheless; that the Administration has not taken sufficiently effective steps to deal with a danger of which they have had ample warning in previous visita. tions, and for which they ought, therefore, to have been fully prepared. In these circumstances it is not surprising that public opinion in the Colony should call for some drastic change in the exsting regime. We note by the last mail that the Chamber of Commerce had addressed a communication to the Governor pointing out the injury that is being done to the interests of the port, and the necessity for more effective measures being taken to check the epidemie. Sir Henry Blake's reply was CALIFORNIA not exactly, a model of diplomacy. In effect, in very thinly disguised language, he tells the mind their own business. His Excellency's suggestion that the Chamber has allowed itself | Hogsheads. to be misled by reckless statements in the public Press without due investigation, is also not in particularly good taste; while he says nothing to indicate that he is personally impressed with the seriousness of the issues involved, or foreshadows in any way the Admi-

nistration intend to take more decisive steps to grapple with the difficulty than been the case in the past. matter is altogether too serious for evasive and sarcastic rejoinders to the anxious representations of a community threatened with a very great danger, for it cannot be doubted that if the plague epidemics cannot be minimised, the interests of the Colony will materially suffer in the future. We deprecate as much as His Excellency anything i the nature of alarmist utterances in the Pre . on a subject of such vital concern to the Colony; when year after -vear goes by without the Administration giving

any sign that it intends seriously to grapple effectually with this plague foe, it is time to speak out. It is because of the laisses faire policy parsued by the Government that the local Press, voicing the feeling of the inhabitants, has adopted the line which Sir Henry, Blake appears so much to resent. The incisive letters of "Scrutator" in the local Press have sufficiently demonstrated the weakness of the Government in the matter of dealing with the plague, and his suggestion that an independent Special Commissioner should be appointed to inquire into the sanitation of the Colony seems to have met with the general support of the community, as a Petition

to Mr. Chamberlain in that sense has, according to a telegram to hand, been unanimously signed. In the meantime, the Governor appears to have anticipated this movement by telegraphing to the Colonial Office himself requesting that a sanitary expert be sent to Hongkong. It is not surprising to learn that fear is entertained that an official expert will merely defend official action, which is blamed for the insanitary condition of the Colony. We are strongly of opinion that if a sanitary expert is to go to Hongkong he should be a thoroughly independent person who would be in a position to speak out his mind openly without fear or favour. At any rate it is satisfactory that some action is contemplated, and we can only forwently trust that it may lead to steps beingtaken which will largely check, even if it does not altogether stamp out, the annual recurrence of plague which now afflicts the Colony. As a further action, opinion in the Colony appears to be crystallising in the direction of the appointment of a Municipal Council to supersede the Sanitary Board with greatly enlarged powers formed on the model of Singapore. As "Scrutator" says, "there is widespread dissatisfaction at present in the colony, and in any case the remedy can scarcely be worse than the disease; though whether it will be very much better will depend entirely upon the ratepayers and the interest they take in its formation and efficient upkeep." We

of Hongkong should not be quite as capable of managing their own affairs as those of Singapore. Breaking it gently: Clergyman (after being rescued from the shipwreck}-" Mr. Smith, did I really appear scared when we sanitation of the Royal Scots barracks needed blought all would be lost?" Mr. Smith-

accept the opportunity.

can certainly see no reason why the inhabitants

THE NAVAL YARD AT HONGKONG.

On the 25th ult. in the House of Commons Mr. Gibson Bowles asked the Civil Lord of the Admiralty whether the Admiralty had given attention to the growing needs of Hongkong as the headquarters of the British Fleet and the entrepot for trade in the Chinese seas, and whether they had taken these considerations into account in selecting the site for the dock site; whether there was available another site on the mainland instead of the island of cess, and there have been some very fashionable | Hongkong, which would allow of the expansion of the works and be in other respects At Cheltenham, on the 8th instant preferable to the present site; how much of the total estimated expenditure of £1,275,500 had already been expended; and would the Admiralty, before proceeding further with this dock, reconsider the whole matter, and meantime suspend the further prosecution of the

works now in progress. Mr. Pretyman: The reply to the first two paragraphs is in the affirmative. Representations have been received from the colonial authorities suggesting the removal of the dockyard to the mainland. These have been fully considered by the naval advisors of the Admiralty, and it has been decided to retain the present site, the area of which has been much extended by the acquisition of the adjointon, made the remarkable score of 453 for one ing War Office reclamation. In reply to the wicket in the second innings, C. B. Fry contri- third paragraph, the sum is about £150,000. negative.

Mr. Gibson Bowles asked whether therepresentations from the colonial authorities were to the effect that the site was the right one. Mr. Pretyman: No Sir; they were not. Mr. Lee: May I ask the Civil Lord of the

Admiralty whether he will consider the advisability of inviting the hon, member for King's Lynn to proceed to Hongkong on the earliest opportunity? (Laughter.)

Mr. Gibson Bowles: May I'ask whother, in that event, His Majesty's Government will pay some attention to the report, and will not



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THE Company's Steamship

"PRINZ HEINRICH,"

OF THE NORDDEUTSCHER LLOYD. having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery

may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, 22nd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining andelivered after the 29th August, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on TUESDAY, the 27th August, and

THURSDAY, the 29th August, at 9.30 A.M. All claims must reach us before the 4th September, or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents. Hongkong, 22nd August, 1901. "INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LONGSHIPS." CONSIGNEES of Cargo ex s.s. Longships from New York are hereby notified that their Cargo transhipped at Singapore into the s.s. Prinz Heinrich, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown

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ONSIGNEES per Company's Steamer "AJAX" are hereby notified that the Cargo is being dis-

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downs of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant. Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 27th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 28th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 20th August, 1901. NOTICE TO CONSIGNEES.

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"FORMOSA." FROM ANTWERP, LONDON, PORT SAID. SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consig ment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless

instructions are given to the contrary before 4 P.M. TO.DAY, 23rd inst. Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent. -No Fire Insurance will be effected by me in

any case whatever. All damaged packages must be left in the Will be glad to send STAMPS on approval Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE. Superinterd ant.

Hongkong, 23rd August, 1901,

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REV. E. J. HARDY, MILITARY CHAPLAIN AT HONGKONG.

The following Series of Articles on the above are appearing weekly in the Hongkong Daily

CHOICE IN MARRIAGE. A young man once said to his chum: "The fortainate girl who gets me must have three qualifications—she must be handsome, rich, and a fool," "Why all that?" asked the friend. "Well, she must be handsome and rich, or else I won't have her; she must be a fool, or else she won't have me."

world to propose. 'A swain went one even-ing to the cottage of his beloved. She was scated by the fire, knitting, a cat at her foot. After a long silence he book the cut on his knoes, and stammered out: 'Pussy, ask Lizzie if she'll marry me.' Lizzie blushed, hesitated, then said: Pussy, you can tell

Jamie I'll take him. 'Proposing to a girl, which was the subject of our last paper, is easy, indeed quite nice, compared to proposing to her father for her. For fathers find their daughters great resources and are not, in this case, anxious to "husband their resources. THE WEDDING and the HONEYMOON.

A parish clerk said to the clergyman who was adding a homily to the marriage service : "Please to cut it short, sir; they've got the cab by the hour." MARRIED A YEAR.

"The advice drive gently over the stones, which is frequently given to inexperienced whips, may be respectfully suggested to the good field, but for many years has stood at newly married. The first ovil ahead which should be marked 'dangerous' is the first year of married life."

LOVING THOUGH MARRIED. "Shakespers says that 'men are April when they woo, and December when they wed, but not a few women can say of their husbands what Garrick's wife said of hers: He never was a husband to me: he was Hongkong, 17th August, 1901. - [2096]

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899.

#### ALL RIGHTS RESERVED. FAMOUS PRESENT-DAY CRICKETERS.

W. J. FORD.

A. SHREWSBURY. Few oricketers have been longer before the public than Arthur Shrewsbury; few can point to so long and so successful a career, and few, at his age, can claim the honour of heading their county's average list. Yet Shrewsbury, born in 1856, is still among the leading batsmen of the day, and was actually selected in 1899 to to play for England v. Australia; the honour, however, he felt bound to decline, on the ground that he found the strain of county cricket as much as he could stand. At Nottlingham, however, he showed, by scoring 51 and 34 against the Colonials, that their bowling had no particular terror for him, not a bad performance for a man of 43, who has worked long and hard in the cricket-field, and is not quite immune from the horrors of rheumatism. As Shrewsbury is now entering on his twenty-fifth season of first-class cricket (he was absent in Australia in 1888) in England, to say nothing of four visits to Australia, and has for long been one of the crack batsmen for England, a full and complete record of his performances is impossible. The one way be abridges his biographer's task-ho is no bowler, though in 1884 he was one of the English eleven, all of whom had a turn with the ball in the famous Test Match at the Oval. His absolutely largest score is the 267, which he made for his county v. Sussex in 1860, and it may be added that he, together with most of the regular Notts batsmen, and especially Gunn, have always had a remarkable, affinity for the Sussex bowling : so much so that it was at one time said that the Sussex eleven ought to be able to but, as they had had so many opportunities of a prolonged observation of the methods adopted by such masters of the art as Gunn and Shrewsbury. Though Shrewsbury has never reached 300, he has made over 200 on no less than ten occasions, three times against Middlesex, against whom he has, by the way made 267 as well as against Sussex. His ful tally of three-figure innings run to as many as lifty-four, a fine record indeed, but far indeed behind that of the one and only Champion: H average for the last ten years amounts to 40, though itluess forbade cricket during 1894, but his best year was probably 1887 when he headen the list with so grand a record as 78, thereby exactly equalling W. G. Grace's Egures in 1871 To the course of this year he scored eight centuries in England and three in Australia, headed orthodox slow bowler, with an occasional variaby such totals as 267, 236, and 232, the last two Engineer Tools, Brass and Iron Mer- made in Melbourne in March and December Trott's fast ball is a very fast one. He is respectively. Out of his plethors of great performances it would be difficult to pick out one and say "This is Shrewsbury's best." The writer would select, as his own choice, the 106 and 81 made against the Australian XI of 1893, hage hands-but besides being able to catch on a wicket so soft that Studdart who captained the English side, had some hesitation in batting first. It is told of Shrewsbury in connection with this match, that as he proceeded to the wicket after lunch-being then not out-he Naval, Military and Court, 16, Queen's Road. | turned round after getting through the pavilion gate and called out to Gaun: "Have a cup of tes ready for me about five o'clock, Billy!" the story is true, it illustrates the unique self. confidence of the man; if it is untrue, it proves what a large belief other people have in the selfconfidence of Shrewsbury. Confidence indeed is the keynote to Shrewsbury's play: from the first ball to the last he seems to have absolute control over the bowling; be it fast or slow, he Watches and Clocks by competent the wicket easy or difficult, Shrewsbury always seems to be at home and the ball to be in the middle of the bat, till one bagins to wonder how on earth he ever gets out. He is by choice, we believe, and not by necessity a slow scorer, one who cares not to hit or try to hit till he gate the exact ball that suits his temperament. It is all a mistake to think that he cannot hit, he can send the ball to the boundary at a high rate of speed, as those can testify who have seen him play and heard his rather high-pitched voice call to Guan, his partner in many long stands: "Stay back, Billy!" Further, to show his command over the ball, may be quoted a favourite trick of his, viz., just hitting clear of mid-on or mid-off, but short of the long-fields; if the opposing captain were taken in and brought the long-fields up, Shrewsbury would proceed to hit drives to the boundary till his ruse was discovered. The cut is his really great stroke, but few things come amiss to Many men find it the hardest thing in the him, as bowlers have found out to their sorrow. It may safely be said of Shrewsbury that few men have had bowlers so completely at their mercy, and that though he seldom scored at any great rate it was always a treat to see the thorough supremacy of science. Shrewsbury has probably batted for more hours than any man in the world. It would not be right, however, to omit to state that we owe to him one innovation that is invading and spoiling the game, namely the use of the leg to cover the wicket, making no attempt to play the ball with the bat; this we owe to Shrawsbury, as well as

> A. E. TROTT. When Albert's tell figure, sloping but broad shoulders, perched on rather short legs arrayed in a liberal allowance of trouser, issues from the pavilion, there is generally a little movement of satisfaction attended by applause to be seen in the crowd. The reason is ready to hand; Albert is not one of those players who play by rule, or rather, he does not play 11300 by the rule of the book but by a rule of his

the practice of leaving off-balls severely alone

though as if to add insult to the bowler, he

occasionally made a sort of pat at the air when

the ball was well past him. He was always a

point, catching or stopping the hardest hits

with imperturbable skill. Shrewsbury has

made four centuries against the Gentlemen,

two at Lord's and two at the Oval.

own, and the rule seems to be: "If you see a quarter of a chance try to carry the pavillon. He tried, did Albert, for many a day and lost his wicket times without and in consequence, but at last, after he had got frequently into the top gallery, and once on to the M. C. C. monogram on one of the flanking towers, his fellow-Australian Noble sent up the right ball. It fell into the middle of the colossal haulk of timber that serves Albert for a bat, and sped, high and soaring, fairly over the edifice. Since that stroke Albert has been a happy man, but he is not quite happy yet, for he has another unfulfilled ambition, viz., to score 100 against his compatriots. He was keen enough to perform the feat in 1899, but never looked like so doing; in some future year, when war's alarms are over, he may get another chance. Trott, who was born in 1873; originally made his mark by his wonderful hitting and bowling -he was played solely for his bowling-against Stoddart's team of 1894.5: he had not many chances of distinction during that visit, but he seized hold of them all so tenaciously that every one thought he would be included in the team SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamane and Ida Coal Mines; and which, under his brother's captaincy; visited us in '96. However, he was not selected, and it is said, on what ground the writer knows not, that it was a feeling of pique at his omission that induced him to come over to England and throw in his lot with Middlesex. He has now played regularly for that county for three years, and has proved an invaluable member of the side. He would indeed be even more valuable if he did not so often yield to the temptation of a mighty smite, thereby giving away his wicket; and that he can play true cricket, if in rather an awkward style, is sufficiently proved by a truly sdmirable 164 made in '99 against Yorkshire, when, having first played himself in, he proceeded to sjambok the Yorkshire bowling with the most savage ferocity. A week later he behaved with similar inhumanity to the Sussex trundlers, off whom he made 123 runs in the shortest of times, and in that year he created a new record by scoring 1,000 runs and taking 200 wickets, a record which he was careful to repeat in 1900, but his 211 wickets cost very nearly 5,000 runs. Early last season indeed he was anything but successful, but in August, with C. M. Wells us his vis-à-vis, he perked up wonderfully, and though somewhat expensive wrought a lot of havor. In the end he had 154 wickets for Middlesex, ten of these falling to him at Taunton in one innings. As a bowler he has almost too much variety, as he bowls all paces, can make the ball break both ways and bowls from any height, from right over his head to almost hip-level. At times he will bowl-fast, with a comet-like trail of men behind the wicket; then he will bowl a few overs of all sorts; and at other times he will lapse into the

> [THE END.] THE

he still preserves as a tropby.

tion of pace and an occasional fast ball; and

possibly too apt to try tricks, but a trier he is

of the best type, and possessed of unlimited and

imperturbable plack. His fielding is admirable

-lucky is the man who gets a ball past those

and stop he can throw, and throw hard, hard

enough at least to break a stump, which feat he

once executed at Lord's and returned to the

pavilion in triumph with the fragments, which

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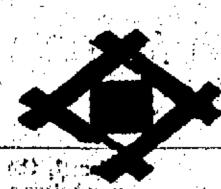
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o ascertain the anchorage of any vesser, the L. k. nearest Hongkong h, midway between H	Horbour Maste	SECT		4. <b>E</b>	rom Blake Pier to Naval Yurd. rom Naval Yard to East Point.	
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### SE IPPING.

REIVAL. Aug. 25, Indus French str., 2,330, Duchateau. Marseilles 28. July and Saigon 23rd August, Mails and General .- MESSAGERIES

Aug. 26, Daigi Mare, Japanese str., 980, Kitano, Tamsai 22nd August and Amoy 24th, General.-M. B. KAISHA. Aug. 26, Fushun, British str., 1,500, Lunt, Canton 25th August, General.—CHINESE. Aug. 26, Hanoi, French str., 742, F. Morlees, Haiphong 23rd August and Hoihow 25th,

General -A. R. MARTY. Aug. 26, Phranang, German str., 1,021, Mangelsdorff, Bangkok 19th August, General.—BUTTERFIELD & SWIRE. Aug. 26, HRAEMAR, British str., 2,316, Wm.

Wait, Port Arthur 20th August, General. Aug. 26. Allsa Craid British str., 2,166. Captain S. Atsumi, will be despatched for the Robertson, Kutchinetzn 19th August, Coals. - M. B. KAISHA. Aug. 26, Sumatra, British trapt., 2,796, G. H.

C. Weston, Calcutta 14th August. Aug. 26, NURANI, British trapt., 2,870, Taku., 20th August. Aug. 26, ARIAKE MARU, Japanese str., 2,193, Susiki, Ku chinetzu 21si August, Coals.-

Aug. 26, DIAMANTE, British steamer, 1,254, J. Rattenbury, Manila 23rd August, General. -SHEWAN, TOMES & Co.

Aug. 26, PROTECTOB, Norw. str., 1,669, Thorsbensen, Moji 19th August, Coals.-East Aug. 26. Clara, German str., 675, Uldrup, FRIDAY, the 30th instant, at 4 P.M.

General.—JEBSE, & Co. Aug. 26, TARSANG, B. a.sh str., 977, W. Palmer Baker, Bungkok - se August, Rice. - JAR-DINE, MATHESON & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 26th August. Hongkong, French str., for Haiphong.

Anping, British str., for Cauton. Isuruhiko Maru, Japanese str., for Kobe. DEI ARTURES. 26th August.

OCEANIEN, French sir., for Europe. Indus, French str., for Shanghai. Hongkond, French str., for Haiphong. ANPING, British str., for Canton. TSURUHIKO MARU, Jap. str., for Kobe.

VESSELS IN DOCK. 26th August.

ABERDEEN DOCKS. KOWLOON DOCKS.—Canton River, Victoria, Solent, Georges Valentine. UOSMOPOLITAN DOCK, D. J. de Austria,

SHIPPING REPORTS. The British steamer Diamante, from Manila 23rd inst., had strong S.W. winds and squally weather; rest of passage fine, clear and calm

with smooth sea. The British steamer Taksung, from Bangkok 21st inst., had strong S.W. monsoon to Cape Padaran; fine weather and light northerly winds to Gap Rock; showery to port.

VESSELS PASSED ANJER.

July 31, Dutch str., Gede, Le Clercq, July 31, from Batavia for Rotterdam. August 1, Amr. ship, E. B. Sutton, Carter, April 14, from New York for Shonghai. August 2, British str., Baron Fairlie, from

Samarang for Boston Bay-August 4, Dutch str, Titan, Borison, from Amsterdam for Batavia. August 6, British 4-m. barque, Elginshire, D.

Stott, April 20, from New York for Yukohama. August 7, Duich str., Koningin Wilhelmina, Baker, August 7, from Batavia for Amsterdam. August 7, Italian barque, Saturnina Fanny, FITHE Company's Steamship Perano, April 28, from New York for Anjer. August 8, British str., Duke of Argyll, Cundy, from London for Batavia. August 11, Dutch str., Prinzess Amelia, Pot-

jer, from Amsterdam for Batavia. August 12, British ship, Strathisla, May 1, from New York for Saigon. August 12, British ship, Timandra, Kierstadt, July 13, from Port Natal for Singapore.

# VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS. FOR-YOKOHAMA AND KOBE.

HE Steamship "GLENGYLE." Captain T. Darke, will be despute hed as above

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Hongkong, 14th August, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above on Pakhoi 23rd Augus and Heihow 25th, This Steamer has superior accommodation for First Class Passengers, is fitted throughoutwith Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

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PROPOSED SAILINGS FROM HONGKONG. 31st August. "JUPITER" 21st September. "MOGUL" 12th October. "KURDISTAN" "SATSUMA"...

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"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 1st September. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents. Hongkong, 26th August, 1901. FOR NAGASAKI AND TOCK.

THE Steamship "DAPHNE. Captain Schipper, will be despatched for the above ports on TUESDAY, the 3rd September,

For Freight, apply to SIEMSSEN & CO., Hongkong, 24th August, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR ANPING (VIA SWATOW AND AMOY)

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 4th For Freight or Passage, apply too THE MITSUI BUSSAN KAISHA,

Hongkong, 24th August, 1901.

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Taking Cargo at through rates to Antweep, Amsterdam, Rotterdam, Lisson, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

#### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SAILING DATES. DESTINATIONS. ALEXANDRIA...... {HAVRE, BREMEN & HAMBURG | On 27th Aug. Freight. (Calling at Singapore and Penang)... ) ....... NEW YORK VIA SUEZ CANAL ... On 7th Sept. Freight. ARAGONIA ANDALUSIA...... HAVRE & HAMBURG....... On 21st Sept. Freight. (Calling at Singapore and Penang)... } Capt. Ehlers ..... ARABIA Freight and (Calling at Singapore and Penang)... On 19th Oct. Capt. Sachs ....... Passage. KOENIGSBERG ..... For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 24th August, 1961.

# CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. PUNCTUALITY.

"Empress" Twin Serew Steamships-6,000 Tons-10,000 Horse-Power-Speed 10 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

"EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.E., WEDNESDAY, 28th Aug., 19 \* "ATHENIAN," 3,882 Tons Comdr. H: Mowatt..... WEDNESDAY, 4th Sept., 19) "EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 25th Sept., 1991 "EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 190 \* "TARTAR," 4,425 Tons...Comer. E. Beetham, B.N.E...WEDNESDAY, 30th Oct., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INHAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continen-FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Hulifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company-having-received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate through which the Railway passes. by the Company, and their appointments and Cuisine are unexcelled.

# SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days. D. E. BROWN, General Agent,

For further information, Maps, Guides, Books, Rates of Possage and Freight, apply to Pedder's Street.

Hongking, 8th August, 1901.

# NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED BAILINGS FROM HONGKONG, VIA SHANGHAL. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Proposed Sailing Captain. Steamer. Tons. September 3rd W. Watt September 10th J. S. Cor ..... BRAEMAR ..... DUKE OF FIFE ..... J. Truebridge October 15th OLYMPIA ..... J. Panton ..... VICTORIA....

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED HONGKONG TO LONDON, £52. STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £48

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Moun-The YELLOWSTONE NATIONAL PARK TORTE. HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL. Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED. General Agents.

#### GERMAN MAI IMPERIAL LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT SAID, NAPLES, GENOA, ANTWERP. BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION THURSDAY .... 5th September. STEAMERS. 19th September. PRINZESS IRENE ... ... PRINZ HEINRICH ... ... ... WEDNESDAY 16th October. WEDNESDAY HAMBURG (Hamburg-Amerika Linie) ... 30th October. 13th November. WEDNESDAY SACHSEN KIAUTSCHOU (Hamburg-Amerika Linie) ... 27th November. WEDNESDAY 11th December. 25th December. 8th Jan., 1902. 22nd Jan., 1902. 5th Feb., 1902. PRINZ HEINRICH ... WEDNESDAY 19th Feb., 1902. HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY O'N THURSDAY, the 5th day of September, 1901, at Noon, the Steamship PRINZESS.

O'N THURSDAY, the 5th day of September, 1901, at Noon, the Steamship PRINZESS.

IRENE, of the Norddrutscher Lloyd, Captain P. Wettin with MAILS, PAS-

SENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and Shipping Orders will be granted till Noon on Tuesday, the 3rd S. umber, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 4th Sep. nber, and Parcels will be

received at the Agency's Office until Noon on WEDNESDAY, the 4th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hougkong, 23rd August, 1901.

# PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

REMARKS. TO BAIL ON STEAMERS (Chusin ... About 3 Freight or Passage. Augus C. L. Daniel ...... SHANGHAI ..... LONDON, &c...... { MASSILIA ....... | Noon, 2 | See Special Advertisement. | G. M. Montford, R. N. R. | Augus; | See Special Advertisement. YOKOHAMA VIA CANTON ...... About 9th Freight or Passage. C. F. Lockstone, R. N.R. ) September J SHANGHAI, NA-GASAKI & KOBE } (Passing through the Inland Sea) For Further Particulars, apply to H. A. RITCHIE, Superintendent

Hongkong, 16th August, 1901.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. (FRIDAT) 30th Aug., at. STEAMERS. HAKATA MARU ..... KOBE and YOKOHAMA DAYLIGHT. (VICTORIA, B.C. and SEATTLE,) F. L. Sommer..... 2nd Sept., at MORDAY. U.S.A. VIA SHANGHAI, MOJI, A P.M. KAGA MARU ..... KOBE and YOKOHAMA J. W. Ekstrand ..... MARSEILLES, LONDON, and FRIDAY, 6th Sept., atla ANTWEBP, VIA SINGAPORE, DAYLIGHT. PENANG, COLOMBO & PORT BINGO MARU ...... F. Davies ..... TUESDAY, 110th Sept., at KAGOSHIMA MARU ...... MOJI, KOBE and YOKOHAMA ... Noon. FRIDAY, 18th Bept., at BOMBAY, VIA SINGAPORE and FRIDAY, 18th Bept, at DATLIGHT COLOMBO VICTORIA, B.C. and SEATTLE, MONDAY, 16th Sept., at M. Yagi ..... U.S.A. VIA SHANGHAI, MOJI. 4 P.M. RIOJUN MARU ..... KOBE and YOKOHAMA O. Ohno ..... MARSEILLES, LONDON, and) FEIDAY, 20th Sept, #1 ANTWERP, VIA SINGAPORE, DATLIGHT. PENANG, COLOMBO & PORT TAMBA MARU J. W. Wale ..... NAGASAKI, KOBE and YOKO. FRIDAY, YAWATA MARU ...... -27th Sept., at FRIDAY, A. E. Moses ..... KOBE and YOKOHAMA ..... DAYLIGHT. INABA MARU ..... (SYDNEY and MELBOUBNE, via) FRIDAY, 27th Sept. at W. Bainbridge .....

ROSETTA MARU....... MANILA THURSDAY ISLAND, 4 P.M.
N. Tate
TOWNSYLLE and BRISBANE) Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN HAILWAY and For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chatter Road. A. S. MIHARA, Manager

Hongkong, 24th August, 1901.

#### VESSELS ON THE BERTH

#### COMPANY. STEAMSHIP

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FOI	3.		STEAMERS	<u> </u>	- TO SAIL On 3rd Sentember	
LONDON	** * * * * * * * * * * * * * * * * * * *		· · · · · · · · · · · · · · · · · · ·	TREE	On 3rd September. On 17th September.	
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LUNDUN	OI DIRECT	· · · · · · · · · · · · · · · · · · ·			About 15th September	 ^•
(Taking (	hree at Lond	on Rates)	"ORESTES	*************	Wood form Selveno	9.
The S.	s. TYDEU	S" left Si	ingapore on the	23rd inst., a.m.,	and is due in Hon	Û

kong on the 28th inst., a.m. For Freight, apply to BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co. Hongkoug, 17th August, 1901.

### CHINA NAVIGATION LIMITED.

STEAMERS	TO BAIL.
* " CHANGSHA"	On 30th August.
	1 100 11 DT (L 1)/P110T
APA STATE A STATE	On 21 of Assessed
, NANOHANG	On alst August.
"KANSU"	On 31st August.
TO THE STATE OF TH	On 3rd September.
	On 10th September
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•	
	* "CHANGSHA"  "KIUKIANG"  "NANCHANG"  "KANSU"  "FOOCHOW"  "TAIYUAN"

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

AGENTS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, (TUESDAY, Sept. 17,

Kobe, Inland Sea, Yo. ( 1901, at Noon.

Shanghai, Nagasaki, SATURDAY, Oct. 12

Shanghai, Nagasaki, TUESDAY, Nov.

AMERICA MARU"

will be despatched for SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE,

INLAND SEA, YOKOHAMA and HONO-

1901, at Noon, taking Freight and Passen-

gers for Japan, the United States, and Europe.

LAND SEA OF JAPAN, and call at HONO-

their journey at any point en route.

ned on application.

on application.

Steamers of this line pass through the IN-

Through Passage Tickets granted to Eng-

reutes from San Francisco, including the

Southern Pacific, Central Pacific,

Union Pacific. Denver and Rio Grande.

CANADIAN PACIFIC RAILWAY on payment of

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

the SOUTHERN PACIFIC, CENTRAL PACIFIC,

Union Pacific, Denver and Rio Grande,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

in Mexico, Central and South America, by the

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same

day; all Parcel Packages should be marked to

Consular Invoices to accompany Cargo des-

United States should be sent to the Company's

Office in Seeled Envelopes, addressed to the

For further information as to passage and

GEO. ECKLEY,

Acting Agent.

address in full; value of same is required.

tined to points beyond San Francisco in

Collector of Customs at San Francisco.

Hongkong, 26th August, 1901.

Hongkong Harbour :-

Carlowitz & Co.

Arnhold, Karberg & Co.

TOT RESPONSIBLE FOR DEBTS.

Neither the Captains, the Agents, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in

I. F. CHAPMAN, American ship, Chapman .-

L. Schepp, American ship, C. S. Kendall .--

SHA WITCH, American ship, Howes, Master

Government officials and their families.

Company's and connecting Steamers.

1901, at Noon.

1901, at Noon.

AMERICA MARU (via)

kohama, and Honolulu)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

Kobe, Inland Sea, Yo-

kehama, and Honolulu)

THE Twin-Screw Steamship

NIPPON MARU (via

Hongkong Maru (via)

Hongkong, 14th August, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

MASSILIA, Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the Blst August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for Lendon, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until .P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Hills of Lading For further particulars, apply to

Superintendent. Hongkong, 19th August, 1901. FASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at Timon, Post Darwin and Queens-LAND PORTS, and taking through

Cargo to Adelaide, New Zealand, TABMANIA, &c.)

THE Steamship

"EASTERN." Captain Ellis, will be despatched for the above ports on FRIDAY, the 6th September, £4 in addition to the regular tariff rate. at DAYLIGHT. This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provi-

sions. Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stowardess and a duly qualified Surgeon

are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB. LIVINGSTON & CO., Hougkong, 19th August, 1901. PORTLAND AND ASIATIC STEAM-

SHIP COMPANY Agents for and in connection with THE OREGON RAILROAD AND NAVI GATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI." "INDRAPURA," and "KNIGHT COMPANION." between HONGKONG and PORTLAND (OB.), calling at SHANGHAI, NAGASAKI,

MOJI KOBE and YOKOHAMA. HE Steamship

"INDRAVELLI" will be despatched for Portland (Or.) on or Through Hills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further

information, communicate with or apply to ALLAN CAMERON, Freight, apply to the Agency of the Company, General Agent. Queen's Building.

Hongkong, 23rd August, 1901. [2154 SHEWAN TOMES & CO.'S NEW YORK

LINE. FOR NEW YORK VIA SUEZ CANAL.

HE Steamship

"ATAKA" will be despatched for the above port on or about 10th September. To be followed by the Steamship about 15th October, 1901. For Freight, apply to

Hongkong, 16th August, 1961.

SHEWAN TOMES & CO.

VESSELS ON THE BERTH.

### S. MAIL LINES

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU" ...... SATURDAY, 31st Aug., at Noon. COPTIC" ...... TUESDAY, 10th Sept. at Noon, GAELIC"..... WEDNESDAY, 2nd Oct., at Noon. CHINA" ...... SATURDAY, 19th Oct., at Noon. 'DORIC"......TUESDAY,

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRAN-CISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the list August, at Noon, taking Freight for Japan, the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN. and call at HONO-

LULU, and passengers are allowed to break their journey at any point on route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application. Passengers holding through ORDERS TO FUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC. CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application. Special Rates (first class only) to European Points, are granted to Missionaries, members of

the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officia's in the service of the Governments of China and Japan TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per -cent-from-fare to San Francisco or Honolulu.

Through Bills of Luding issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 r.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold

or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is

LULU on TUESDAY, the 17th September, less than \$100 U.S. gold. For further information as to Passage and Freight, apply to the Agency of the Companies Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 16th August, 1901. LULU, and Passengers are allowed to break STEAMSHIP COMPANY. land, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of IN CONNECTION WITH THE United States or Canada. Rates may be ATCHESON, TOPEKA AND SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM Passengers holding through ORDERS TO HONGKONG TO SAN DIEGO FUROPE have the choice of Overland Rail

AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. and Northern Pacific Raylways; also the TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH

AMERICA, &c. S.S. "STRATHGYLE" On or about 15th Sept. THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and

SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 15th September. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. Special rates (first class only) are granted to

the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address officials in service of China and Japan, and to in full. Value of same is required. Consular Invoices, to accompany Cargo des-

tined to points beyond San Diego, should be sent to the Company's Office, addressed to the Through Bills of Lading issued for trans-Collector of Customs, San Diego. portation to Tokohama and other Japan Ports, For further information as to Freight or to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Passage, apply to BÚTTERFIELD & SWIRE, Havana, Trinidad, and Demerara, and to ports

> Hongkong, China and Japan. Hongkong, 16th July, 1901. FOR NEW YORK.

FITHE 3/3 A II American ship

"L SCHEPP"

Captain Kendall, will be ready to load on the Ailsa Craig, Brit. str., 1,200, Robertson, Aug. 26 15th August for the above port, and will be despatched about the middle of September. For Freight, apply to CARLOWITZ & CO.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

Hongkong, 18th July 1901.

"I. F. CHAPMAN," having arrived, is now ready to load for the [5] above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO.

FOR NEW YORK.

THE 3/3 A II American Ship

Hongkong, 12th August, 1901.

"MANUEL LLAGUNO" will load during September and October. sailing about 25th October. For Freight, apply to

Hongkong, 11th July, 1901.

CALIFORNIA AND ORIENTAL TO IMPORTERS FROM THE UNITED STATES.

> THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED. having Established a regular service of steamers from Seittle (Puget Sound) to Japan, China and the Philippines, in conjuction with the

GREAT-NORTHERN-RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVI-GATION CO.'s OFFICES, NEW YORK To the Agents of the Company at Japan, China. Philippines and Straits; FRANK WATERHOUSE & CO., General

-Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East. SHANGHAI. JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inpo-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTIA: Sailings from CALCUTTA for CAPE PORTS every fortnight.

apply to DODWELL & CO., LIMITED, General Agents for China and Javan. Hongkong; 4th August, 1897.

For Freight and further particulars,

#### HONGKONG. STEAMERS.

M. B. Kaisha Alexandria, Ger. str., 3,650. Rorden, Aug. 25, Hamburg-Amerika Linie Ariake Maru, Jap. str., 2,193, Susiki, Aug. 26, M. B. Kaisha Athenian, British str., 2,440, Mowatt, Aug. 23, C. P. R. Co Braemar, British str., 2,316, Watt, Aug. 26, Dodwell & Co., Limited. Clara, German str., 675, Uldrup, Aug. 26, Jobsen & Co Crown of Arragon, British str., 1,474, Dorward, Aug. 20, Gilman & Co: Daigi Maru, Jap. str., 980, Kitano, Aug. 26, M. B. Kaisha Diamante, British str., 1.254, Rattenbury, Aug. 26, Shewan, Tomes & Co Empress of India. British str., 3,000, Marshall, Capt. Percy M. Scott, C.B., at Weihaiwei Aug. 20. C. P. R. Co Formosa, British str., 2,015, Snow, Aug. 23, P. & O. S. N. Co Fushun, British steamer, 1,500, Lunt, Aug. 26,

Geo. Valentine, Fron. bark, 766, Harbert, Aug. 23. Order SHEWAN, TOMES &100. Hanoi, French steamer, 768, Merlees, Aug. 26, A. R. Martv

A. R. Marty Kwanglee, British str., 1,467, Lincoln, Aug. 13, Loongmoon, Ger. str., 1,245, Schuldt, Aug. 23, Siemssen & Co

Macduff, British str., 1,882, Clegg, Aug. 20, Dodwell & Co., Limited Mausang, British str., 1,643, Welsh, Aug. 8, Jardine, Matheson & Co Nippon Maru, Jap. str., 3,437, Greene, Aug. 14, Toyo Kisen Kaisha

Jardine, Matheson & Co Shewan, Tomes & Co Peru. American steamer, 3,528, August 23,

P. M. S. S. Co Phranang, German str., 1,200, Calder, July 26, Melchers & Co Protector, Norw. str., 1,669, Thorsbensen, Aug. 26, Shewan, Tomes & Co

Rein, Norw. str., 725, Hans Olson, Aug. 23, Salahadji, Datch str., 1,235, Harst, July 29, Meyer & Co Siam. British steamer, 999, Binns, Aug. 15, McBain & Co Sungkiang, British str., 1,021, Moore, Aug. 15,

Butterfield & Swire Taksang, British str., 977, Baker, Aug. 26, Jardine, Matheson & Co Tingsang, British str., 1,045, Sawer, Aug. 22, Jardine, Matheson & Co Victoria, American str., 2,112, Panton, Aug. 1, Dodwell & Co., Limited

SAILING VESSELS. Brizeux, French ship, 1,400, Gourio, Aug. 7. Colest Burrill, British ship, 1,764, Jofry, May 29. Order Francois Coppel, French barque, 1,726, Donet, July 28, E. A. Trading Co., Limited

Holliswood, Amr. bark, 1,084, Knight, June 14, I. F. Chapman, Amr. ship, 2,013, Chapman, Aug. 10. Arnhold, Karberg & Co Launberga, Brit. bark, 1,215, McDougall, Aug.

L. Schepp. Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co M. de Villars, French bark, 1,171, Rional, May

31, E. A. Trading Co., Limited Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master Susquehanna, Amr. ship, 2,590, Bailey, July 25,

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boaot, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Taku: Algerine, sloop, 1.050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai Arethusa, cruiser, 4,300 tons, 10 guns, 5,000

h.p. Captain J. Startin, Woodung Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang Astraca, cruiser, 1,360 tons, 10 cnns, 9,000 h.p., Captain C. J. Baker, at Shanghai

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woosung Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G.J.S. Warrender, at Weihaiwei Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C. M.G.,

at Woosung Bramble, gunboat, 710 ttons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhn Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Haukow. Britomart, gunbout, 710 tons, 6 guns, 1,300 h.p. Lieut.-Comdr. E. A. Baird, at Weihaiwei work. Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,

Comdr. Wm. C. Pakenham, at Amoy Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9.600 h.p., Capt. P. F. Tillard, at Hongkong Ecilpse, oruiser, 5,600 tons, Captain Stokes,

Endymion, cruiser, 7,350 tons, 12 gans, 10,000 h.p., Captain A. W. Paget, C.M.G., at Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Coundr. C. P. Beatty Pownall, at Canton

Glory, battleship, 12,950 tons, Captain W. A. Carter, at Hongkong Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking

Handy, torpedo-boat destroyer. 260 tons, 6 gans, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Hart, torpedo-boat destroyer, 260 tons, 6 guns,

4,000 h.p., in reserve, at Hongkong Humber, storeship, 1,640 tons, Comdr. H. J Davison, at Shanghai Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Chas. Windham, at Hongkong

Janus, torpedo-boat destroyer, in reserve, at Kinsha, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtsze Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy

Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt, J. H. T. Burke, C.B., at Woosung Otter, torpedo-baot destroyer, Lieut.-Comdr. C. P. Mansel, at Weihaiwei

Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Com. A. H. Oldham, at Canton Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei

Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut:-Comdr. Cowper, at Kinkiang Rambler, surveying-ship, 583 tons. Capt. Morris H. Smyth. at Hongkong

Redpole, gunboat, 855 tous, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Kinking Robin, river gunboat. 85 tons, 2 guns, 240 h.p. Lieut.-Comdr. Godfrey G. Webster, West

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River Snipe, river gun boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Shanghai Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong

Taku, torpedo-boat destroyer, 250 tons, in re-, serve, at Hongkong Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama

Tamar, receiving ship, 4,600 tons, 6 guns, Commodere Francie Powell, C.B., at Hongkong Terrible, 1st class cruiser, 14,200 tons, 30 guns, Tweed, gunbout, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. W. O. Lyne, at Hongkong Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong Whiting, torpedo-boat destroyer, 360 tons, 6 gans,

at Weihaiwei

5,900 h.p., Lieut. and Comdr. Mackenzie,

Hoibao, French str., 509, Merlees, Aug. 22, Woodcock, ganboat, 150 tons, 2 gans, 550 h.p., Lieut. Comdr. H. W. R. Watson, at Woosung Woodlark, gunboat, 150 tons, 2 gnns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Hankow

LUAN WAH & CQ.

DEALERS IN Onsong, British str., 1,787, Davis, Aug. 16, ITALIAN MARBLE AND GRANITE MONUMENTS. Perls, British str., 1,284, McArthur, Aug. 19, DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong Hongkong, 17th October, 1899.

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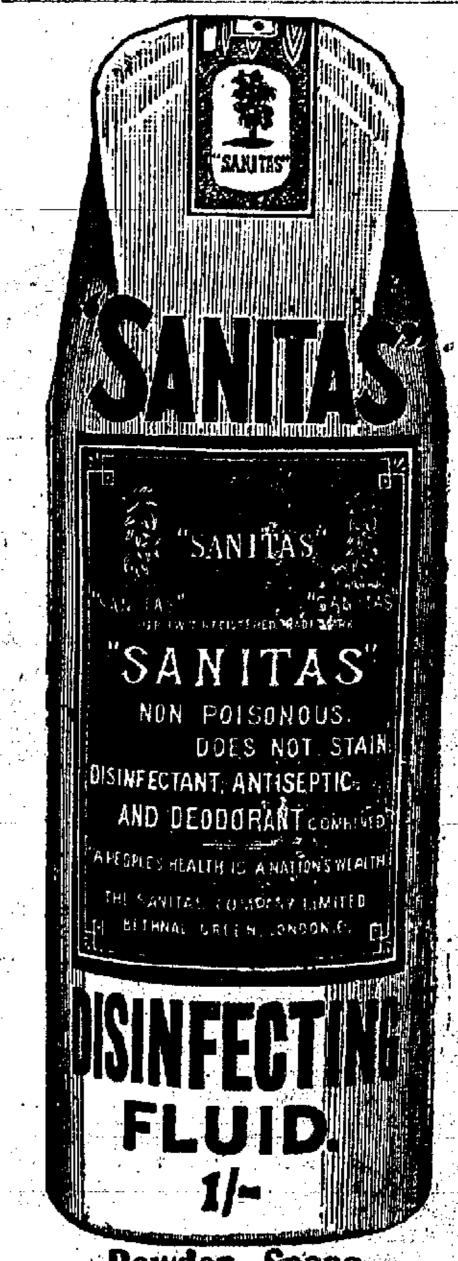
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The Indo-China steamer Suignsto, from Cel-cutta and the Straits, left Singapore for this

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The N.Y.K. steamer Hakata Mara (Euro-

pean Line) left Singapore for this port on the

22nd inst., and is expected to arrive here on the

Vancouver on the 20th inst for Hongkong via

and Shanghai on the 22nd inst.

port on the 22nd inst, at 6 p.m.

the usual ports of call.

28th inst., a.m.

torowitz, H. C. Thomas and Robin; for Yoko-

hama, Messrs. M. Ponteville, J. M. Coyne and

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